IN THE HEART OF ASIA.

ADVENTURES IN A STRANGE LAND. THE CORRESPONDENT OF THE LONDON DAILY NEWS A PRISONER AT MERV, TURKESTAN-HOW HE REACHED THE CITY OF THE TURCOMANS-GRAPHIC DESCRIPTIONS OF THE COUNTRY AND THE PEOPLE-SURROUNDED BY ROBBERS AND THIEVING TURCOMANS-THE SCENE AT THE COUNCIL AT MERV-A QUESTION OF LIFE OR DEATH-HUMOR AMID STRANGE SURROUNDINGS.

The London correspondent of THE TRIBUNE, in a recent cable dispatch called attention to the interest in a recent cable dispatch called attention to the interest that had been excited in England by the letters of Mr. O'Donovan, the correspondent of The London Daily News, who is now a prisoner at Merv. Up to July 17 three of these letters had been printed, and they form a strange narrative both of the country through which the intrepid correspondent pushed his way and of the manners and customs of the natives whom he met. The letters themselves tell the story of his narrow escapes; and through all the account, which is written with singular clearness and simplicity, there runs a de-lightful vein of almost unconscious humor. Mery is near the southern border of Turkistan, nearly north of the line separating Persia from Afghanistan. The coun-

try is sparsely inhabited by tribes of Turcomans.

When summoned before the Council of Elders at Merv Mr. O'Donovan explained his presence in that out-of-the way place as follows:

"I said that I was a native of that part of Francistan called England; that my present occupation was observing and reporting on the progress of the Russian arms; and that, fleeing before Skobeleff's advance, I had arrived at Merv." His journey was made from Kelat, the capital of Beloochistan, Merv being about 600 miles distant to the north by west. At Kaka his escort-deserted him, and he was forced to turn back toward Kelat. Once among the mountains, however, and accompanied only by his two servants, he struck out boldly for Merv. Of the country at this point he says:

Road or beaten path of any kind there was none. Sometimes I plunged into deep ravines densely grown with giant reeds and cane-brakes. Pheasants rose by dozens at every twenty yards. Wild boars were continually plunging and smashing through the reeds, and an occasional glanee was caught of a leopard or typx stealing away deeper into the jungle. The entire scene was one of primitive nature. Very probably I was the first European who ever trod that way. Indeed, except under circumstances such as those in which I found myself, there was but little reason for anyone, European or native, to go wandering among those savage recesses. The ground at length becoming swampy to a dengerous extent, I was obliged to ascend the lower hill slopes, not only to gain firmer ground, but also to obtain a view over the plain, and take bearings for my future line of march.

stopes, not only to gain firmer ground, but also to obtain a view over the plain, and take bearings for my future line of march.

From the summit of a grassy hill, some hundred feet in height, I obtained a magnificent view of the plain reaching away northward and eastward for apparently illimitable distances. Early though the season, the noontide sin was intensely hot, and the further reaches of the plain were of an intense though aerian ultramatine tint, which in northern climes we are accustomed to associate with the sky rather than with the carth. Far and wide were scattered innumerable towns and villages—all now deserted, their lonely walls and towers standing out grimly desolate in the white midday blaze. Scores of ancient menuds dotted the plain. The vast expanse marked with all these traces of vanished life quivering and dancing in the mirage had about it something weird and uncartbly that filled the mind with a sense of desolation and loneliness that under the circumstances was far from agreeable. I knew but too well that scores of parties of desperate ruthless ruffians were lying perdu among the ruins; and it can well be imagined—how carefully I scanned the ground with my field glass as I chose the path which I should follow.

ending the bill he rode to Dushakh, twenty-five miles distant, over plains where "dandelion, sage, foxglove, thistle, mints of all kinds, and a thousand other nts grew luxuriantly," but where " a square yard of grassy sward was a rare phenomenon." Here he first met the Merv Tekke, the inhabitants of the town coming hither from Mery only during sowing and reaping time. Of the seene in the town and his reception Mr. O'Dono-

Of the seene in the town and his reception Mr. O'Donovan writes:

Uncoult forms and curious eyes were gazing at me
from the mad ramparts as I galloped up with my slender
following. I was evidently taken for the tax-gatherer
coming to assess the newly planted ground. When the
ricketty gate of unhewn tree tranks was unbarred, and
I stood within the quadrangle, my eyes fell unon as
wild a sight as it is possible to imagine. Within the
walls was an irregular muddy expanse, where pit-like
hollows were half filled with reddish-brown liquid of
pestilent odor, the drainings of the camping-ground of
camel and buffalo and human being. Amid this stood
what at first sight seemed gigantic stooks of corn. They
were the huts of the inhabitants, composed of
great sheaves of giant reeds, placed in a lean-to fashion.
A number of camels, looking as raggedly wretched as
they usually do on these plains, gronied and grunted.
A couple of hundred horses, none of them very remark
able for beauty, stood tethered around. Women with
dishevelled hair and wild eyes, clad in long flowing red
shirts, which, with a pair of long purple tronsers, was
their only attire, gazed round corners at me with a guilty
look. Fifty or sixty men with colossal sheep-skin hats
and deep red robes, carbine at back and sword at girdle,
came forward to meet me. The chief, Adjem Scrdar,
stepped out to welcome me, natheless the fact
that he had not a very clear conception of
two I was, or of the nature of my business
at Dushakh. I was shown into the only habitation
which was not a reed hut, a single chamber with earthen
walls partly excavated at the foot of the ramparts. I
could barely stand upright beneath the rough roof of unhewn plus trunks. A fire of camels' dung smouldered at
the upper extremity, the smoke finding an exit by the
low doorway. The room speedily became crammed to
suffocation by Turcomans, whose enger curiosity was
little short of feroclous. They literally thrust their noses
into my face, and seemed desirous of looking down my
throat, with a vi

a Russian spy, but an active minority was in my favor.

Adjem Serdar, the local chief, came up to where I was sitting, and imparted to me in a whisper what he doubtless thought was to me a new and unforcescen piece of intelligence, viz., that the greater number of the people of his viliage were thieves, and that it was advisable to look very sharp after my horses. He had, he said, taken the precaution of chaling them consecutively together by the fetlocks, and he precented me with a collection of iron instruments resembling small resping hooks and undersized crowbars, which I was informed were the keys of the padlocks securing the chains. To make matters doubly sure, a couple of trusted henchmen, made specially responsible for the safety of the horses, slept close alongside them. After supper—the usual mess of greasy rice served in a great wooden bowl, and clawed up by each one ghoul fashion with his bare fingers—we lay down to sleep as well as we might in a place where it is no exaggeration to say that all night long I could hear the luge black fleas springing and dancing around me.

AN ADVENTURE WITH MERV TEKKES.

AN ADVENTURE WITH MERV TEKKES. Furnished with an escort of four men he was allowed to resume his journey toward Merv. But soon a revolt broke out among his followers, who refused to accompany him further, through fear that some harm would befall them for leading a stranger to the jealously-guarded city. Nothing daunted, however, O'Donovan told them to return, and set out with his two attendants toward Mench, a neighboring town. The "trembling of the heated as in second the heated air in contact with the plain made distant objects seem endowed with life and motion," and time and again his attendants were frightened half out of there wits by false alarms. An hour or so before sunset came areal alarm. Two horsemen were seen, guns were un-slung, but the new-comers proved to be Merv Tekkes from Mench roaming about on the lookout for prey, and they joined the e. plorer. Soon the party arrived at Mench, " a ruinous old mud-walled fort," which is de-

The women and children, together with the cattle, were within the walls, the men for the most part inhabiting strange looking wigwams without. By the blaze of the camp fires I could make out some scores of Turcomans standing or lying about, their weapons tied in sheaves around wooden posts planted in rows. The huts were of the most primitive construction, consisting of oblong pits about six feet in depth, rudely roofed over with tree-branches and bushes, on which was piled the rough hay destined for the horses. A steep incline led to the interior, where a fire of brambles and cattle dung gave out an uncertain light and stiffing smoke. Saddles and other horse furniture were piled around. Here, in company with some fifteen Turcomans closely packed together, I spent a thoroughly miserable night, waiting impatiently for the dawn of this morning. The Turcomans went about their various occupations, and I was left a little leisare to write these lines. The task is no casy one, for the place swarms with every kind of vermin, and, early as is the season, flics swarm in myriads. They settle in clouds on the paper, and drink up the link before it can dry, and blot the writing with their feet. I fear a large portion of this letter will be illegible for this reason.

THE TURGOMAN AND HIS "WATER PIPE." Under these circumstances the first letter was written. The other two are dated at Merv, and the correspondent the other two are that at hery, and the correspondent bells of his adventures on the way from Mench and of his imprisonment. Four Turcomans agreed to accompany him from Mench. They insisted upon waiting until dark before setting out, so as to avoid being seen by the rov-

when all were mounted we had the usual balf-hour's pause, usual on such occasions to smoke the kalloun, or water pipe. This instrument constitutes an important element in the life of a Turcoman. During the day, not a half hour passes but it has to be prepared and lighted; and a Turcoman Will rise half-adozen times during the night to take a couple of pulls at his eternal "water pipe." During a journey this constant smoking becomes a serious nuisance—so often is a half alled—and so considerable is the delay occasioned by lighting this confounded smoking apparatus. At length we started—seven in all; myself and two servants, and the escort of four Turcomans, all four as villanous looking a set of men as I have met with in any part of the world. We picked our way with difficulty among the shallow pits in which the Turcomans store their corn by way of granaries—the grain first covered with straw and then with earth. Then the plain widened out, and shortly we were in the true Turcoman desert. It was still but red dawn as we rode up to the brink of the Tejend River. A stretch of sandy marly bank lay to the right and left. In front was a sluggish stream, the water surface scarce fifty yards over.

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by their pattering trot to be jackals; and a few that bounded away lightly were either lynxes or leopards. We halted several times to take our bearing from the few visible stars. Often we were completely at fault; but these Turcomans, like North American savages, have an unerring instinct which invariably sets them right in the end. We had been riding all night, generally at a frot when the nature of the road allowed it; frequently at a gallop. On a couple of occasions I suggested a halt, but in whispered language was told there was no knowing when our (robbers) might turn up. This I thought rather good, considering that I was in the company of a select party of thieves, as I subsequently learned on my arrival here. At last even the Turcomans seemed to get tired, and we reigned in our horses for a consultation.

On THE OUTSKIRTS OF MERV.

It was decided to take a rest, and while all were asleep a heavy rain fell. "I was thoroughly saturated, leopard

skin and all," writes O'Donovan. "My limbs were stiff with rheumatism, and I was covered with a multitude and variety of insects which would have made the heart of a naturalist glad. Seeking refuge from the wet marl around, they had sought my bed as a haven of refuge." The further journey was conparatively uneventful until the neighborhood of Merv was reached. Here the scene was resulted. was peculiar.

the neighborhood of Merv was reached. Here the scene was peculiar.

A few spectral camels and lean cows stood about with a kind of hopeless air, and some sheepskin-clad youths got up from their smoky fires to stare at us as we passed. The Governor of the Attock had presented me with an umbrella when I left him, and my Akhal Tekke servant the great was falling. This phenomenon of an umbrella—a hitherto unseen article in this part of the world—called around us numerous spectators. From the audible observations on all sides I could learn that the opinion was that a successful raid had been made, and that I was one of its fruits. "My conductors suddenly entertained doubts as to my nationality. How could any one know but that I was a Russiant! More considerate people said, "Who knows but that they will kill him at the first village." During two mortal hours we sat on horseback in the driving rain, our herses! tails to the wind, awaiting the result of the deliberation. At last a result was arrived at, and we rede straight to the first village that loomed through the mist.

So far as my personal appearance went, I might have passed for anything. I wore an enormous tiara of black sheepskin, and over my shoulders I had thrown a drenched leopard skin, beneath which showed a muchworn Ulster overcoat. I dismounted at the door of a drenched leopard skin, beneath which showed a muchworn Ulster overcoat. I dismounted at the door of a drenched leopard skin, beneath which showed a muchworn Ulster overcoat. I dismounted at the door of a drenched leopard skin, beneath which showed a muchworn Ulster overcoat. I dismounted at the door of a drenched leopard skin, beneath which showed a muchworn Ulster overcoat. I dismounted at the door of a drenched leopard the risks I had so gayly faced at the commencement. At the best, captivity for an indefinite of every difficulty that I didn't much care. The circular beehive-house into which I was shown was instantaneously crowded to suffocation.

A PLEASANT PLACE IN WHICH TO WRITE.

A PLEASANT PLACE IN WHICH TO WRITE. The arrival of the new comer caused great excitement, and angry voices in a hut hard by told him that he was losing ground. To "a great fat man, with a mingled expression of ruffianism and humor," who came in, he tried

to explain the functions of an English newspaper corre-

to explain the functions of an English newspaper correspondent.

I said I could set matters right in a few days by despatching a letter to the British native agent. Alas Khan, at Meshed, despatching it by the caravan, which was just about starting. This proposition was met by a general shout of warning not to write a single word or my throat would be immediately cut. In fact these people were so startled and frightened by the rapid Russian successes at Yengi Scheler Gook Tepe, and entertained such dire apprehensions that Scobeleff might be on the point of repeating his performance at Merv itself, that my advent as a stranger and a possible Russian put them in such a temper that it was by no means safe to tride with them. Once I ventured to produce my note-book and jot down a few items concerning the morning's journey. At once an excited Turcoman darted out of the hut with the news that the Flerenghi was writing, and such is the dread of these unfettered people of the mighty effect of litera scripta, that therenpon a regular storm arose, and I could hear the recommendation to finish me off at once repeated by many a lip. In came the humorous-looking rufflan again, evidently a person of some standing, who assured me in a vehement manner that if paper and pencil were again seen in my hand I could only blame myself for the result. Soon everyone, save myself and my two men, were ordered to quit the hut, a strong guard was mounted at the door, and I was left to ruminate over the possible outcome of a situation into which my conscience whispered I had thrust myself with a scarce justifiable amount of reck-

THE TABLES TURNED ON THE CORRESPONDENT. An hour before sunset he was awakened by the en-trance of Tekme Serdar, the chief military leader of the Akhal Tekkes, with whom he had a long talk about the operations of the Russians. A day or two later he was taken into the heart of the town, where he was placed in a tent.

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My saddles and scanty luggage were piled up at one end of the tent, and I took my seat upon the carpet to commence a semi-martyrdom, which has lasted ever since. Immediately the tent was crammed to its fullest extent with members of Mery metropolitan society, all eager to "interview" the mysterious stranger who had dropped among them, as it were from the clouds. They were the same dressing-gown robed, sheepskin coated, and colossal-hatted beings I have had an occasion so often to describe when writing about my residence among the Youmat Turcomans of Gumueh Tepe, on the Caspian shore. In a kneeling position they sat upon their heels, their folded arms resting on the front of their thighs, and gazed at me with that ludderous eagerness which one has seen in baboons and apes, when some unfamiliar object meets their eyes. It was the gaze of the operator while endeavoring to magnetize his subject. Simultaneously, from without, scores of eyes peeped through every chink and cranny of the tent walls; and I could hear audible remarks upon my personal appearance, invariably winding up with a statement of the conviction of the observer that I was most unmistakably an "Oroos." Let it not be imagined that, after the first eagerness of curlosity was satisfied, this kind of thing ceased. Quite the reverse. As the tidings of my arrival spread, relays upon relays of fresh sightseers thronged to the capital; and, twice a week, when the bazaar is held here, the throng was so terrific that the tent recled and swayed so that at moments I thought it was coming down upon my head.

BEFORE THE COUNCIL OF ELDERS.

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I had been here about a week when the occasion of the usual hebdomadal bazaar or fair gathering gave the opportunity of getting together a general medjils or council of the leading Merv inhabitants, to decide what was to be done with me, and to investigate the evidence pro and contra with regard to my being a Russian.

The Council of Elders had been sitting for over an hour when I was summoned to attend it. I own it wasn't without a considerable amount of trepidation that I obeyed the summons. Issuing from the tent, I was led to a wide waste space in the rear, where, on the bare marly earth, some two hundred persons were seated in a circle twenty yards in diameter. A vast crowd of non-descripts preased round them; for here at Merv the entire population, of both sexes and all ages and conditions, is privy to the most important deliberations of the Council of State. Within the circle, and close to one side of it, was laid a large felt rug, on which I was invited to be seated. Then followed a dead silence. Everyone was scrutinizing myself and my garb. I had expressly put on all that was left me of European clothing lest I should be accused of having tried to disguise myself in Eastern attire, and I feel sure I presented a singularly strang appearance, considering the unavoidable mixture of garments I was perforce compelled to adopt. I cast a rapid giance around me when I was seated crosslegged on my rug. There were young and old, well-dressed and seedy men in the assembly. The general expression of countenance was far from assuring, but there were some faces which gave me confidence. There was a general whispering for some time, and then from an opposite part of the circle I was addressed in thundering bass tones. The speaker was a man of colossal proportions and of advanced age, as the long which was the same as that worn by his ancestors when the Two-Horned Alexander made his way thither. His formidable name, as I afterward learned was Killige Ak Sakkal, or the O TO BE KEPT A PRISONER.

O'Donovan explained his mission, showed his papers answered innumerable questions, and was finally al-lowed to retire.

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In half an hour I was again summoned, and from the smiling faces I saw around I knew that a favorable decision was arrived at. The thunder-voiced old Nestor told me that I was not to be killed, for which I felt thankful, considering the state of anxiety in this regard in which I had been living for some days. "But," said he, "you are to remain a prisoner until a reply can be had from Abas Khan, the English agent at Meshed." I was told that couriers would be at once dispatched to that place; and ou their return another medilis would be held. I then again withdrew and the council broke up. Almost immediately the principal chiefs came to the calchyar, or supreme chief, made his appearance. Owing to the excessive crowd in the tent, he had been sitting beside me for half an hour before I was aware of the fact, the intense democracy of the population forbidding any of those external signs of respect which are usually shown to the Chief Magistrate of the State, however small it may be. He was, in every respect, a remarkable-looking man. Tall and gaunt, he was clad in simple robes of the soberest that. His aquilline features were the exact counterpart of those of the bust of Julius Cresar at the British Museum. The total absence of beard, save a few scarce perceptible hairs on the point of the chin and on the upper lip, gave him the appearance of being closely shaved. His face was decidedly a fine one, but spoiled by an uneasy, vulturing expression of the eye—pupil quite surrounded by the white. His lips were lirmly set, and the muscles of his jaws twitched and worked convulsively, as if he were under the influence of some strong emotion. During the first quarter of an hour he spoke apparently to himself, his eyes fixed on vacancy. At first I didn't at all feel comfortable beside this individual. I had seen the face before, but it was only when reminded of the where and when that it came to my memory.

PRECAUTIONS.—Saxon Angler (to his keeper):
"You seem in a great hurry with your clip! I haven't seen a sign of a fish yet—not a rise!" Duncan: "'Deed, Sir, I wisna a botherin' mysel' aboot the tush; but seein' you wis new to the business, I had a thocht it widna be lang afore you were a needin' a left oot o' the water yoursel' "—I'Punch.

THE BICYCLE IN THE PARK.

PRIVILEGES ENJOYED IN BROOKLYN. OUN Y, CULYER'S OPINION AS TO THEIR EFFECT ON HORSES-THE OWNERS OF TROTTING HORSES OPPOSED TO GRANTING BICYCLE RIDERS THE

USE OF THE ROAD.

John Y. Culyer, chief engineer and superinendent of Prospect Park, Brooklyn, was questioned by a TRIBUNE reporter last week concerning the use of bicycles in the Park.

"I have just received," he said. "a communication from the Corporation Connsel of New-York asking me as to the effect of bicycles on horses. I will tell you substantially what reply I shall make. The Brooklyn Park Commission has under its supervision the Park and Eou-levard and drives as far as Coney Island. In Prospect Park provision has been made for almost every kind of rea-sonable out-door recreation. The parade ground, be-sides accommodating the military organizations of New-York and Proceedings in York and Brooklyn, is probably the most extensive York and Brooklyn, is probably the most extensive ground for field sports, such as football, cricket, lacrosse, base ball, polo, etc., in the country. The turf spaces are broad and capacious, and croquet, lawn-tennis and other similar games are freely perthe season for pienies by special permission. Drivers and riders have been amply provided for and when bieyelers applied for their share of privileges I used my discretion as to the extent of permission I should grant for the use of the Park for their needs. They have been permitted to use the walks of the Park for years without restriction; they have also had the use of the parkways, the principal one being Ocean Parkway, leading from the southwest entrance of the Park to the Concourse at Coney Island. Upon the drives of

the Park the bicycles are not permitted to go.

"A great deal of the riding and driving is done by ladies and children and other not very experienced drivers, and our effort has been to make the Park especially attractive and safe for this class of visitors. Miss Porter's death last fall was due, incidentally, to her borse being run into by a team, which, it was claimed, had been frightened by a bicycle. This sad occurrence suggested some occasion for caution. But from my own experience in driving and riding about the city, I find so many new and outlandish forms of vehicles, advertising vans, signs, etc., along the street, to which horses are forced to become familiar, if one uses the street at all, I feel that the bicycle rider is not without rights in the community. The one serious objection that I have observed is the almost noiseless manner of their moving, which is calculated, unless some proper mode of signalling is established, to cause accidents to horses which do not discover the presence of the bicycle until It passes swiftly by them. A slying horse, with the driver's attention not particularly centred on it, is likely to cause trouble."

"Have you in mind any method of signal." currence suggested some occasion for caution. But from

established, to cause accidents to horses which do not discover the presence of the bicycle until it passes swiftly by them. A shying horse, with the driver's attention not particularly centred on it, is likely to cause trouble."

"Have you in mind any method of signalling t"

"The only one I have thought of is to have some kind of bell attached. The bicycle is found to be particularly obnoxious to the drivers of trotting horses, who generally, as my observation goes, want all the road they can get, to the exclusion of everybody else. As a matter of fact, I think more accidents occur from their daring and reckless driving and assumption of the use of the road than will ever occur from bleycles. I know from experience that they never want to turn out or stop their horses; they always want you to do that. New horses have to become acquainted with novelties, and I believe that most horses will casily become acquainted with bleycles."

"Have you ever allowed bicycles on the drives?"

"Only at times and temporarily. At the time of the Convention I allowed bicycles to go through on the west side."

"It has been stated that Miss Porter's death induced you to close the drives to bicycles."

"That is not so. Her death did not occur in the Park. A high-spirited team of young horses, belonging to Mr. Boyatton, was frightened by a bicycle and ran. In one of the streets it was frightened again by a pile of rubbish which caused it to shy and strike against Miss Porter's horse. This resulted in her death. A junk wagon or a van would have frightened such a team as easily as the bicycle did. I have a spirited horse of my own that does not notice bicycles, but it does shy at vans. One question that the Corporation Counsel asks in his note is, 'Have you seen horses shy at bicycles?' I can reply that I have seen them shy at the rabbits in the Park, and at the peacocks, and at the spirinkling carts. But we don't want to kill our rabbits, or murder our peacocks, and we cannot get land, they have heaved to the privilege of driving Ma

"Have you received any complaints against the bicycle riders!"
"Occasionally from a staid old fellow accustomed to jog along at a four-inile rate, whose Rip Van Winkle emotions had been disturbed."
In conclusion Mr. Culyer said with emphasis: "I would suggest that the New-York Park Commissioners learn to ride the bicycle themselves. They would then have less time for wrangiing, and would learn more about Central Park than they seem to know now."

Corporation Notices.

A DVERTISEMENTS FOR THE NEW-YORK TRIBUNE WILL BE RECEIVED AT THE UPTOWN OFFICES, No. 1,238 Broadway, corner Thirty-first-st., 308 West Twenty-third-st., corner Eighth-ave., No. 92 East Fourteenth-st., corner Union-square, 760 Third-ave., corner Forty-sevenill-st.; at the HARLEM OFFICES, Nos. 1,001 and 2,300 Third-ave., corner One-hundred-and-twenty-fifth-st., up to 8 p. m., at regular office rates. NOTICE.—Proposals will be received at the office of the Department of Public Charities and Correction, No. 66 Third-ave., until August 4, 1881, for dry goods, groceries, leather, &c. For full information see City Record, for sale at No. 2 City Hall.

NOTICE.—Proposals will be received at the

Office of the Department of Public Charities and Cor-rection, No. 66 3d-ave, until August 5, 1881, for dry goods, groceries, leather, &c. For full information see City Record, for sale at No. 2 City Hall. NOTICE.-Proposals will be received at the

Office of the Department of Public Charities and Correc-tion, No. 66 Third-ave., until August 5, 1881, for plumbing and gas fitting work and for locomotive boiler. For full in-formation, see City Record, for sale at No. 2 City Hall. NOTICE.—Scaled proposals will be received at the office of the Fire Department, Nos. 155 and 157 Mercer-st., until August 10, 1881, for turnishing and constructing a Floating Engine and Fire Pumps. For full information see City Record, for sale at No. 2 City Hall.

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NEVADA Tuesday, Sept 9, 330 p. m

NEVADA Tuesday August 30, 830 a. m

NEVADA Tuesday August 30, 830 a. m

NEVADA Tuesday August 30, 830 p. m

NEVADA Tuesday August 30, 100 p. m

NEVADA Tuesday August 30, 100 p. m

NEVADA Tuesday Sept 9, 100 p. 100 p.

andlig it.

CABIN PASSAGE (according to stateroom), \$60, \$80 and \$100. INTERMEDIATE, \$40. STEERAGE at low rates.

OFFICE, NO. 29 BROADWAY.

WILLIAMS & GUION MPERIAL GERMAN LINE.

HIPERIAL GERMAN LINE.

Hamburg-American Packet Jompany's Line for PLYMOUTH CHERBOURG and HAMBURG.

LESSING. August 4: FRISIA. August 11 SUEVIA. August 11 SUEVIA. August 4: FRISIA.

Rates 3: passing to Plymouth. London Cherbourg. Hamburgand all points in the south of England. First Cabin, \$100. Second Cabin, \$50. Steorage, \$30. Round trip at reduced rates, Steorage from Hamburg. Havro and Southampton, \$24. C. B. BICHARD & CO., General Agenta, General Passenger Agenta, No. 61 Broad-st. N. Y.

IMPERIAL GERMAN MAIL.

Third-sts., I. Y. No. 61 Broadway, N. Y.

IMPERIAL GERMAN MAIL.

STEAMSHIP LINE BETWEEN NEW-YORK.

STEAMSHIP LINE BETWEEN NEW-YORK.

NECKAR. Sat, Aug. 13 10 FER Sat, Aug. 20 MAIN.

MAIN. Sat, Aug. 13 10 FER Sat, Aug. 20 MAIN.

STEAMSHIP TON. HAVRE OR BREMEN.

STEERAGE, 31).

Return ticke's at reduced rates, Prepaid steerage certificates, \$25. Steamers sail from Pier betwien Second and Third-sts., Hoboken, N. I.

OELRICHS & CO., 2 Bowling-Green.

Ocean Steamers

NMAN LINE ROYAL MAIL STEAMERS. POR QUEENSTOWN AND LIVERPOOL.

NO FIGG.—The Steamers of this Line taxy Lieutenant
absent's takes collected at easons of this pare.

CITY OF #5.Hills.

SATURDAY, Aug. 26, 1 n. m.

CITY OF #6.HESTER.

SATURDAY, Aug. 20, 1 p. m.

CITY OF #6.HESTER.

SATURDAY, Aug. 20, 1 p. m.

CITY OF #6.HESTER.

CITY OF #6.HESTER.

THURSDAY, Aug. 20, 1 p. m.

CITY OF #6.NOREAL.

THURSDAY, Aug. 21, 10 a. m.

CABIN, 85, 10 a. First \$1 (now in a best N. R.

CABIN, 85, 10 a. First \$1 (now in a best N. R.

STEERAGE 25, 250. Return taketes a favorable terms

STEERAGE 350. Return taketes a favorable terms

STEERA

MONARCH LINE,

Splendid av Rew-York and LONDON,

Belendid av Rew-York and LONDON,

Leave-dock alloining Pavonia Perry, Jersey litz,
Ceipe Monarch, Aug. 6 | Assyrian Monarch, Aug. 23

Persian Monarch, And. 16 | Egyptian Monarch, Sept. 3

Superior acco mondation not saloon passengers. No steerage taken on castward voyage, Propaid steerage & low rates,
Apply to the general agents,

PATTON, VICKERS & CO., 3 Bowling-Green,
PATTON, VICKERS & CO., 3 Broadway.

DACTEIC MAIL Steenwhip, Company's Lines.

PACTFON. VICKERS & CO., 3 Bowling of Co.

Passare Office, No. 63 Broadway.

PACIFIC MAIL Steamship Company's Lines,
FOR CALIFORNIA, SANDWICH ISLANDS, JAPAN.
CHINA, NEW-ZEALAND, AUSTRALIA, CENTRAL and
SOUTH AMERICA and MEXICO.
From New-York, Pier foot Canal-st., N. R.,
From New-York, Pier foot Canal-st., N. R.,
ACAPILLEO sails WEDNESDAY, Aug 10-noon.
Connecting for Central and Scutt America and Mexico.
From San Francisco, 1st and Brannan-sts.,
CITY OF TOKIO sails SATURDAY, Aug. 37-2 p. m.,
FOR HONOLULU, NEW-ZEALAND and AUSTRALIA.
ZEALANDIA sails SATURDAY, Aug. 37-2 p. m.,
or on arrival of London mails at San Francisco.
For freight, passage and general information apply at Company's Office, on the Pier foot Canal-st., North River.

H. J. BULLIAY, Superintendent.

PED STAR LINE.

RED STAR LINE.

H. BULLAY, Superintendent.

RED STAR LINE.

United States and Royal Belgian Mail Steamers.

EVERY & FURDAY FOR ANYWERP.

NEDERLAND.

Salurday, Aug. 6, 27, m.

Saloons, staterooms, smoking and oath-rooms andships.

Second cabin accommodation unexcelled.

Salurday, aug. 1, 8,30,a.m.

Second cabin accommodation unexcelled.

Salurday, aug. 1, 8,30,a.m.

Second cabin accommodation unexcelled.

Salurday, aug. 1, 8,30,a.m.

Second cabin accommodation of property and salurday.

First cabin, \$75 and \$7 or pigs arrival.

First cabin, \$75 and \$7 or pigs arrival.

First cabin, \$75 and \$7 or pigs arrival.

Second cabin, \$55, prepaid, \$55, excursion, \$43,50.

Set arrival and all \$6,55 broadway, N. Y.

DOTTERDAM LINE.

PETER WRIGHT & SONS, Gen't Ag is, so Broadway, N. Y.

ROTTERDAM LINE.

Steamers leave WATSON'S STORES, Brooklyn.

Wednesday Aug. 7

Wednesday Aug. 7

AMSTERDAM Wednesday, Aug. 13

AMSTERDAM Wednesday, Aug. 13

IntCabin, Sci.—S70. 2d Cabin, \$50. Steerage, \$23. Steer.

Sgc from Rotterdam prepaid, \$24. H. CAZAUX, Gen. Agt.,

27South William-st. FUNCH, EDYE & CO., 27 South William-st. Funch, EDYE & CO., 27

RAFES-Saloon, 83) and \$100. Return tiezets on favor-abletorna Steeragefronths Old Country, \$31. From New York, 334

York, 334.
These starmers are racitizer action states for sign.
For investor of plans and other information apply at the
Company's Offices, No. 37 Broadway, New York,
C. L. BARTLETT & Co., Agents, Boston,
BARRITT & CATTELL Agents, Philadelphia.

Steamboats and Railroads.

A.—TROY BOATS. CITZENS' LINE.
TOGA and CITY OF TROY leave daily, except Saturday.
Troy Boats and City of Troy leave daily, except Saturday.
Troy PIER No. 44. North River, footof Christopher-at. conteeting with morning trains for the North and West. Sunday steamer touches at Albany.

A LBANY BOATS, PEOPLE'S LINE.—
BREW and ST. JOHN leave Pier 41. North River,
BOUTH SIDE OF CANALST., every WEEK DAY at 52.
The connecting a Albany (Sanday morning excepted) with
trains North, West and East.

Excursion tickets to Albany and return, good 30 days, \$250,
W. W. EVERETT, President.

A LBANY DAY BOAY BOATS.

A LBANY DAY BOATS-ALBANY and C.

BALTIMORE and OHIO RAILROAD.

MODEL PAST LINE TO THE WEST.
Vis Philadelphia, Butimore and Washington.
Chandater May 25, Passenger Fraus leave from Pennayifollows.
e2304. m.—Except Sunday, arrive Washington 4:25 n. m.
Night Exoress leaves Washington 9:15 n. m. daily, with sleepeirs for Pittsourg, Columbus and Cincinnati. Parlor car attage-of. action. The manage Commons and Cincinnati. Partier car at 7p. m.—Dally fast line for Washington arrive Cincinnati 30 p. m., Chicago 7:79 a. m., and 30 p. m., Chicago Entire all runs through to Cincinnati and Chicago. Entire rain runs through to Chicago. Entire 12:00—Midnight taily. Sleavers attached open for passengers after 10:309 m. Arrive at Camdoe Station, Baittmore, 35 a. m., Washington 7:35 a. m. Day Ermess leaves Haltienton 9:39 a. m., Washington 10:49 a. m. sleepers for Cincin att.

CENTRAL RAILROAD OF NEW-JERSEY. Station in New-York, foot of Liberty-st. Station in Brooklyn, foot of Fulton-st., Jewell's Wharf. Commencing June 27, 1881. Leave New-York, foot of Liberty-st., as follows

Commencing June 27, 1881.

Leave New-York, foot of Liberty-st., as follows
5:30 a. m—For Flemington. Easton, Allentown, Reading.
Harrisburg, etc.
7:45 a. m—For Schooley's Mountain, Hich Bridge Brands,
D. Land Western R. E., Easton, Allentown, Wilkesbarre,
Waverly, etc.
9 a. m—For Flemington, Schooley's Mountain, High
Bridge Branch, Easton, Allentown, Reading, Harrisburg,
Mauch Chunk, Williamsport, Tamaqua, Drifton, Nanticoke,
Upper Lehtzh, Scranton, etc.
1 b. m—For Flemington, Easton, Allentown, Reading, Harrisburg, Mauch Chunk, Pittston, etc.
3:43 b. m—For Flemington, Easton, Wind Gap, Mauch
Chunk, Tamaqua, Drifton, Wilkesbarre, Scranton, etc.
4:30 b. m—For Flemington, Wilkesbarre, Scranton, etc.
4:45 b. m—For Schooley's Mountain, High Bridge Branch,
Easton, Allentown, etc.
4:45 b. m—For Somerville, Flemmeton, &c.
5:30 b. m.—For Easton, b. L. and W. R. R., Allentown,
Reading, Harrisburg, Mauch Chunk, Wilkesbarre, &c.
Sunday trains leave at 8:45 a. m., 12 p. m. for Bound Brook
and intermediate stations at 5:30 p. m. for Easton, Allentown, Harrisburg and the West.
For Newark at 5, 5:45, 6:15, 6:45, 7:15, 7:30, 8:00, 8:30, 9,
5:35, 4:430, 5, 5:15, 5:30, 5:45, 6:30, 7, 7:30, 8:15, 9,
5:35, 10:50, 11:15, 12 p. m.
For trains to local points see Time Tables at stations.

V. and LONG BRANCH DIVISION.

Y. and LONG BRANCH DIVISION.

ALL RAIL LINE for Perth Amboy. South Amboy.

Red Bank, Long Branch, Ocean Grove, Asbury Park, Point Pleasant, &c.

Leavest 5:45, 7:45, 9, 10:30 a. m., 12 m., 2, 3:30, 4, 4:30, 5:30, 6:30, 7:30 p. m.

5:30, 7:30 p. m.

FOR ATLANTIC CITY.

SHORT LIN & QUICK TIME.

THROUGH CARS LOWEST FARES.

FOR ATLANTIC CITY 5:45 a. m. EXPRESS, 2:00 p. m.

with through cars arriving at Atlantic City at 6:45 p. m.

Fare from New York One way, \$3 25 Round trip, \$4 65.

FREEHOLD and NEW-YORK RAILWAY.
6:30 p. m.

NEW-JERSEY SOUTHERN RAILWAY.
8:45, 5:40, 6:45 p. m., 12 m., 2, 4:30, 5:30,
NEW-JERSEY SOUTHERN RAILWAY.
8:45, 5:50, 6:45 p. m., for East Long Branch, &c. On Sundays,
9:30 a. m.
9, 10:40 a. m., 3:45, 5 p. m.—For Ocean Grove, Point Pleasant, &c.
For Sandy Hook via Branchport, 5:45, 7:45, 9 a. m., 12 m.
For Sandy Hook via Branchport, 5:45, 7:45, 9 a. m., 12 m. 5, 10:40 a. m., 3:45, 5 p. m.—For Ocean Grove, Point Pleasant, &c.
For Sandy Hook via Branchport, 5:45, 7:45, 9 a. m. 12 m.,
2, 4:30, 5:30 p. m.
For Monmonth Beach, Seabright, &c., via_Branchport, 5:45,
7:45, 9 a. m., 12 m., 2, 4:30, 5:30, 6:30 p. m.
5:45 a. m.—Via Red Bank for Lakewood, Toms River, Highland Heights, Vineland and all stations to Bay Side.
7:45 a. m.—Via Red Bank for Lakewood, Toms River, Highland Heights, Sea Side Park, Barnegat, &c.
2 p. m.—All Rall—1:30 p. m.—Via Sandy Hook for Lakewood, Manchester, Toms River, ATLANTIC CITY and all
stations to Bay Side.
4:30 p. m.—Via Red Bank for Lakewood, Whiting's, Toms
River, Highland Heights, Barnegat, &c.

4:30 p. m.—Via Red Bank for Lakewood, Whiting's, Toms River, Highland Heights, Barnegat, &c.

NEW-YORK AND PHILADELPHIA.

NEW LINE.

BOUND BROOK ROUTE,

For TRENTON and PHILADELPHIA.

Leave New-York from station C. R. R. of N. J., foot of Liberty-st.

For TRENTON and PHILADELPHIA.

Leave New-York from station C. R. R. of N. J., foot of Solo, 12 p. m.

a m., 1:30, 4, 4:30, 5:30, 7, 12 p. m. On Sunday at 8:45 a. m., 5:30, 72 p. m.

For Third and Berks-sts., at 5:30, 7:45, 11:15 a. m., 1:30, 4:30, 5:30, 7, p. m. On Sunday at 8:45 a. m., For Trenton, Warren and Tuckser-sts., 5:30, 7:45, 9:30, 11:15 a. m., 1:30, 4:30, 5:30, 7; 12 p. m. On Sunday 8:45 a. m.; Beturn trains leave Philadelphia for New-York:

From Stations Phila, and Reading R. R., Ninth and Greensts, at 7:30, 8:30, 9:30, 11 a. m., 1:15, 3:45, 5:40, 6:45, 12 p. m.

On Sunday, at 8:45 a. m., 6:30, 12 p. m.

From Third and Berks-sts., at 6:20, 8:20, 9:15 a. m., 1, 3:40, 5:25, 6:25, 11:30 p. m.

From Trenton, Sunday at 7:45 a. m., 4:30 p. m.

From Trenton, Sunday at 7:45 a. m., 4:30 p. m.

From Trenton, Sunday at 7:45 a. m., 4:30 p. m.

From Trenton, Sunday at 7:45 a. m., 4:30 p. m.

From Trenton, Sunday at 7:45 a. m., 4:30 p. m.

From Trenton at Sunday at 7:45 a. m., 4:30 p. m.

From Third and Berks-sts., at 6:20, 8:20, 8:25, 8:23, 8:23, 8:25, 8:23, 8:30, Brooklyn.

N. Transfer Company, Dodd's Express, will call for and click bagagage from hotel or residence to destination. Application can be made at 944 and 1,323 Broadway, 736 Sixtiawe, New-York, and 4 Court-st., Brooklyn. All these offices are in connection with the Bell Telephone and Law Telegraph.

are in connection with the Designation of the Park Markets, JOSEPHS, HARRIS, Gen. Pass. Agent. PROVIDENCE LINE.
FOR PROVIDENCE DIRECT,
Connecting with Providence and Worcester Railroad for
Worcester and all points north, via Worcester.
The Palace Steamer MASSACHUSETTS will-leave on
Tucadays, Phursdays and Saturclays, and the Steamer GALATEA on Mondays, Wednesdays and Fridays at 5 P. M. FROM
PIER 29, N. R., loot of Warren-st., New-York.
Staterooms secured at offices of Westcoty's Express Company, and at principal note and ticket offices.

Staterooms secured at offices of Westcott's Express Company, and at principal hoteis and ticket offices.

RONDOUT, KINGSTON AND CATSKILL MIGHT STAINS, landing at Cozzens (West Point), Cornwall, Newburg, Mariboro, Milton, Poughkeepsie, Esopus, connecting with Ulster and Delaware and Walikil Valley Raliroads. Steamboats Thomas Cornell and James W. Baldwin leave daily at 4 p. m., toot Harrison-st., North River, except Saturdays, when Thomas Cornell leaves at 1 p. m., connecting with special train through the Catskill Mountains.

THE POPULAR SHORE LINE TO BOSTON and NEWPORT, from Grand Central Depot.

Three express trains daily (except Sunday) to Boston, at 8:05 a. m., 1 p. m., (parlor cars attached.) and 10 p. m., (with palace sleeping cars.) Limited tickets to Boston, (all rail.) \$5.

On and after MONDAY June 6, special LIMITED NEW-PORT EXPRESS train leaves at 2 p. m. (with parlor cars attached.) and after MONDAY June 6, special LIMITED NEW-PORT EXPRESS train leaves at 2 p. m. (with parlor cars attached.) and after MONDAY June 6, special Limited tacked, arriving at Newport at 8:35 p. m. (with parlor cars attached.) and after MONDAY June 6, special Limited tacked, arriving at Newport at 8:35 p. m. Tickets and parlor car seate can be obtained at Aletropolitan, Fifth Avenue and Windsor Hotei ticket odioes, and at Grand Central Depot.

Steamboats and Railroads.

ERIE RAILWAY, now known as the NEW-Alrangement of trains from Chambers Street Depot: 9 a. m.—Cincinnati and Chicago Day Express. Drawing-com Coaches to Buffale and Suspension Bridge. Connects at Arrangement of trains from Chambers Street Depot:

8 a.m.—Cincinnati and Chicago Day Express. Drawingroom Coaches to Buffle and Chicago Day Express. Drawingroom Coaches to Buffle and Chicago Day Express. Drawingroom Coaches to Buffle and Suspension Bridge. Connects at
Goshen 10 the Catalilist Suspension Bridge. Connects at
Goshen 10 the Street St. Louis Express, arriving at Buffalo at 3 a. Do. connecting with fast trains to the West and
Southwest. Pullman's best Drawing-room Sleoping Coaches
to Buffle. Connects at Express for the West. Sleeping
Coaches through to Buffle. Nagarra Falls, Cincinnati and
Chicago without change. Repress for the West. Sleeping
Coaches through to Buffle. Nagarra Falls, Cincinnati and
Chicago without change. Hotel Diming Cars to Chicago.
71:5 p. m.—Emigrant train for the West.
Newark, 6:45, 8:47, 11:30 a. m. 3:10, 4:20, 5:20, 6:10, 7:30
p. m. and 12 midnight, Satarday nights only. Sundays, 9:15
a. m., 6:30 p. m. do. 12:20 a. m., 1:45, 6:30, 9.00 p. m., 12 midnight.
Ratherford and Passaic, 6, 7:50, 9:30, 10:20 a. m., 12 mon.—
1:45, 3, 3:50, 4:40, 5:10, 5:30, 6:10, 6:30, 8, 10:30 p. m., 12 midnight.
Paterson, 6, 7:50, 9:30, 16:26 a.m., 12 noon, 1:45, 3, 3:50, 4:40,
5, 5:10, 5:20, 6:10, 6:30, 7:15, 8, 10, 30 p. m., 12 midnight.
Paterson via Newark, 6:45, 8:40, 11, 30 a. m., 2:10, 4:20, 5:20,
6:10, 7:30 p. m., and 12 midnight. Saturday nights only. Sundays, 9:15 a. m., 3:10, 6:30 p. m.,
Sunfays, 9:15 a. m., 3:10, 6:30 p. m.
Sunfays, 8:30, 10:20 a. m., 1:45, 5:30, 5, 50, 5, 6:10, 7:15,
16:30 p. m., and 12 midnight. Sundays, 6, 8:30, 10:20 a. m.,
18:40, 6:30 p. m., and 12 midnight.
Warwick, 7:50 a. m., 6:30 p. m.
Sunfays, 8:30, 10:20 a. m., 6:30, 7 m. 3:30, 4:30, 6:00 p. m.
Middletown, 7:50, 9, 10:20 a. m., 3:30, 4:30, 7, 7:15 p. m.
Sundays, 8:30, 10:20 a. m., 6:30, 7 m. The 9 a. m. and 4:30
p. m. trains connect with New York and Oswego Midland
Refrecad at Mains.t.
Port Jervis, 7:50, 9, 10:20 a. m., 3:30, m., 1 m., 1

(Grand Hotel) and all stations on the Ulster and Delaware Radiroad.

Bogrange checked from residence.

Boats leave 23d-st. quarter of and quarter after each hour from 4.45 a.m. to 9:45 p. m., and at 10:45 and 11:45 p. m.

Tickets for passage and for Apartments in Drawing-Room and Sleeping Coaches can be obtained and orders for the checking and tra sfer of baggare may be left at the Company's Offices, Nos. 2:0, 401 or 9:57 Broadway, N. Y., No. 2

Lutersal ascency, No. 10:09 pm.

Express Trains from the West arrive in New-York at 7:25

and 11:25 a. m., and 10:10 p. m.

JNO. N. ABBOTT, Gen'l Pass'r Agent, New-York.

NORTHERN RAILROAD OF NEW-JERSEY Trains leave for Englewood Closter, Piermont and Nyack, 8:50, 10:00 a.m., 1, 3, 4, 4:30, 5:30, 6:40, 8:30, 11:30 p.m. sundays, 9 a.m. and 6:45 p.m. The 11:30 p.m. train will leave suminates later Saturday mights.
Nanuct, spring valley and Monsey, 7:00, 8:00 a.m., 4:50 m. JNO. N. ABBOTT, Gcn'l Pass'r Agent, New-York

F. M. JNO, N ABBOTT, Gen'l Pass't Agent, New-York

FALL RIVER LINE,
FOR FALL RIVER BOSTON AND THE EAST.
The best route to White Mountains, Mt. Desert and all principal cities, inland and seashore resorts of New-England and the provinces. The splendid steamers

BRISTOL AND PROVIDENCE

Leave New-York daily (Sundays included) at 5:39 n. m. from Pier 28, N. R., foot of Murray-st., and re direct to Fall River without stopping at Newbort. Grand promenade concerts every eveningly the soler life bands and orchestras attached to these steamers. Long water route full night's rest five morning trains to Boston short rail ride (time one hour and a quarter).

NEWPORT LINE

norming trains to Boston short rail ride (time one hour and a quarter).

NEWPORT LINE.

ONLY DIRECT LINE TO NEWPORT, R. I.

The best route to Martha's Vineyard, Newtucket, Cape Cod resorts and all points on Oil Colony Railroad. No Boston connection by this line. Fares lower than by other routes. Magnificent sitesmers

NEWPORT AND OLD COLONY

Leave New York daily (Sandays excepted) at 6 p. m., from Pier 28, N. R. Connection by Annex from Brootlyn, 5 p. m.;

Tiekets and staterooms for both lines may be secured at all principal hotels, transfer and ticket offices, at the office on Pier 28 and on sitemers.

List of tours and excursions at low rates sent free on application.

GEO. I., CONNOR, G. P. A. BORDEN & LOVELL, Agenta. FOR BOSTON.—THE LATEST TRAIN with Pulman Sleepers via N. V., N. H. and H. R. R. Leave Grand Central Dopot at 11:35 p. m. week days. and 10:30 p. m. week days. Get tickets via Nev York and New England Railroad.

FOR BRIDGEPORT and all points on HOU-SATONIC and NAUGATUCK RAILROADS—Steamers leave Catharine Stip at 11:39 a. m., 3 p. m., Twenty-third-st., East River, 3:15 p. m. Fare lower than by any other route FOR the WHITE MOUNTAINS

A SPECIAL FAST EXPRESS THROUGH TRAIN WITH PARLOR AND DAY CARS, connecting with the STONINGTON LINE from NEW-YORK.

The ONLY Sound Line running through Parior Cars to the White Mountains.

Leaves Stonington steamhoat landing (daily except Sundays) at 4 a. m., stopping for breakfast at Providence and dinner at Flymouth, runs through WITHOUT CHANGE via Worcester to Fabyan's and all White Mountain points.

LOI, THE FOR THE

WHITE MOUNTAINS, LAKE MEMPHREMAGOG AND QUEBEC. TAKE THE POPULAR

Commencing June 27, a Special Fast Express Train, with Parlor Cars, will leave Grand Central Depot, New-York, via N. Y., N. H. and H. R. R., at 10:35 A. M. daily (except Sunlays), arriving at the White Mountains early in the ex For time tables, rates, etc., apply to Ticket Agents of N. N. H. and H. R. R., or to C. T. HEMPSTEAD, G. T. A., 4th ave. and 42d-st. N. Y.

HUDSON.—Steamers Redfield and McManus
for Hudson, and via Boston and Albany Railroad to
Chatham, Lebanon Springs, Bennington, Pittsfield, North
Adams and intermediate points. Also, connecting at Hudson
for Athens, CONSACK IF, Stayvesant, New Baitimore, Coeymans and Castleton. Daily at 6 p. m. (Sundays excepted)
from Pier 35, North River.

From Pier 85, North River.

I EHIGH VALLEY RAILROAD.

PASSENGER TRAINS, on and after May 2d, 1881, will leave depots, foot of Cortiantian I Desirosses. sts., at 7:40 a.m., 3:40 a.m., desired by many 100 pt. in for Easton, Bethiehem, Allentown, Reading, Manch Chunk, Wilkesbarre, Towanda, Waverly, If there, isomeral, Lyons, Bufalo and the West. Train at 1 a.m. for the stop, and the stop part of the stop of the NEW-HAVEN, MERIDEN, HARTFORD, SPRINGFIELD, HOLYOKE, WHITE MOUNTAINS, &c. Steamers leave Pier 25, E. R., at 3 p. m.; (23d-st., E. R., \$15 p. m., Sundays excepted, and 11:30 p. m. (Sundays included), connecting with special trains for above and infermediate points. Tickets sold and bageage checked at 944 Broadway, N. Y., and 4 Court-st., Brooklyn, Excursion to New-Haven and return, \$150.

way, N. Y. and 4 Court-st., Brooklyn, Excursion to New-Heven and return, \$1.50.

NEW-YORK CENTRAL AND HUDSON A RIVER RALLROAD.—Commencing July 11, 1881, through trains will leave Grand Central Depot. \$100 a.m., Western and Northern Express to Rochester, St. Albans, &c.

9 4 m. Saratoga Special: arrives at Saratoga 2:25 p. m. brawing-room car to Montreal vin Plattsburg.
19:30 a.m., Chicago Express, drawing-room cars to Canandaicus, Rochester and Burfalo, 12:90 m., to Albany and Troy with connection to Utica, Saratoga, Giens Falls and Rutland.
3:30 p. m., Saratoga Special: connects at Hudson for Plusfield and North Adams: arrives at Saratoga at 9 p. m.
4:00 p. m., St. Louis Express daily with sleeping cars for St. Louis, running through every day in the week, also Niamara Fulls, Buffalo, Toiledo and Detroit, excepting Sunday.
9:00 p. m. Express, with sleeping curs for Clayton, via Utica, Anburn Rood stations: also to Montreal, excepting Sunday.
9:00 p. m. Pacific Express, daily, with sleeping cars for Rochester, Buffalo, Cleveland, Toledo, Detroit and Chicago.
11:00 p. m., Night Express with sleeping cars to Albany and Tickets on sale at No. 5 Rowling-Green, 252 and 413 Broadway, and at Westcott's Express Offices, 3 Park place and 7:85 and 942 Broadway, New York, and 833 Washimston-st., Brooklyn, J. M. TOUCEY, Gen. Sup. C. B. MEEKER, Gen. Paser Agt.
NORWICH LINE.

NORWICH LINE

J. M. TOUCEY, Gen. Sup. C. B. MEERER Gen. Pass't Agt.

NORWICH LINE

To Boston, Worcester, Nashna, Portland and the East
vin New-Londou.—Steamers leave Pier No. 40. North River,
daily, Sundays inclased. Week days at 5 p.m. Sundays o p.m.

PENNSYLVANIA RAHLROAD.

On and after July 11, 1881.

GREAT TRUNK LINE

AND UNITED STATES MAIL ROUTE.

Trains leave New York via Desbrosses and CortlandtStreets Ferries, as follows:
Harrisburg, Pittsburg, the West and South, with Pullman
Palace Cars attached, 9 a. m., 6:30 and 8:30 p. m., Corry and
Eric at 5:30 p. m., corry and
Eric at 8:30 and 8:30 p. m., Corry and
Eric at 8:30 and 8:30 p. m., Corry and
Eric at 8:30 and 8:30 p. m., corry and
Eric at 8:30 and 8:30 p. m., corry and
Eric at 8:30 and 8:30 p. m., corry and
Eric at 8:30 and 8:30 p. m., corry and
Eric at 8:30 and 8:30 p. m., corry and
Eric at 8:30 p. m., and 12 might. Sunday, 4:30 a. m., 7
and 10 p. m., and 12 might.

Express for Baltimore except Sunday, 1 p. m.
For Atlantic City, 1 p. m., without change of cars.
Boats of "Brooklyn Annex" connect with all through
trains arrive. From Pittsburg, 8, 10:40 a. m.; 9:55 p. m.
Express of Cid b. m., daily, except Monday, From Washington
and Baltimore, 6:50 a. m.; 3:55 and 10:50 p. m. Fond Pitlander
Phila, 8:50, 6:50, 8, 9:40, 10:40, 11:40 a. m., 1:10, 2, 3:50, 5:20
Eric Cid P. m., daily, except Monday, From Philadel,
phila, 8:50, 6:50, 8, 9:40, 10:40, 11:40 a. m., 1:10, 2, 3:50, 5:20
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phila, 8:50, 6:50, 8, 9:40, 10:40, 11:40 a. m., 1:10, 2, 3:50, 5:20
Eric Cid P. m., daily, exc

TO PHILADELPHIA.

THE OLD ESTABLISHED ROUTE AND SHORT LINE. 20 TRAINS EACH WAY WEEK DAYS AND 9 ON BUNDAY. THREE STATIONS IN PHILADELPHIA, TWO IN NEW YORK.

DOUBLE TRACK, THE MOST IMPROVED EQUIPMENT AND THE FASTEST TIME CONSISTENT WITH ABSOLUTE SAFETY,

Express Trains leave New-York, via Desbrosses and Cortland Streets Ferries, as follows:
4:30, 7:30, 3, 8:30, 3 (10 Limited), 11 a. m.; 1, 3:20, 3:40, 4, 5, 6:30, 7, 8:30 and 10 p. m., and 12 night. Sundays, 4:30 and 9 a. m., 5, 6:30, 7, 8:30 and 10 p. m., and 12 night. Surpress Trains leave New York daily, except Sunday, at 7:30 a. m. and 4 p. m. running through via Trenton and Camden. 7:30 a. m. and 4 p. m., running through via Trenton and Camden.

1. Trenton and 1 a. m. trunning through via Trenton and Camden.

7:35, 8:350 and 1 a. m. (Limited Express 1:30 p. m.), 1, 3, 4, 5:45, 7, 7:36 and 8 p. m. (Limited Express 1:30 p. m.), 1, 3, 8:350 a. m.; 4, 7, 7:35 and 8 p. m. On Sunday, 12:01, 8:15, 5:25, 8:350 a. m.; 4, 7, 7:35 and 8 p. m. Leave Philadelphia via Cambridge 1 and 1 and

General Manager.

General General Manager.

General General Manager.

JOSEPH H. SANDS, Superintendent.

General Manager.

General General Passenger Agent

JOSEPH H. SANDS, Superintendent.

STONINGTON LINE TO BOSTON.

CONNECTING WITH ALL POINTS EAST.
The Elegant Steamers STONINGTON and NARRAGAN SETT leave usily, except Sundays, at Secured States at the principal ticket offices. Staterooms secured at offices of Wescott's Express Company, at 3 Asion House, Nos. 351 and 337 Broadway, and Metropolitan and Fifth Avonue intoits. D. S. BABOCK, President.

L. W. Filkkins, General Passenger Agent.

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A GIRL with two heads, four arms and one BIJOU OPERA HOUSE, B'way, near 30th-st.

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PRIDAY EVENING one bundredth performance of
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LAST WEEK
of the popular on names.
M. B. CURTIS.
is his novel file picture;
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THE COMMERCIAL DRUMMER.
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MADISON SQUARE THEATRE. Every evening at 8-30. Saturday Matines at 2
THIRD MONTH OF THE PROFESSOR
Auditorium cooled by fresh air place of over tons of foc.

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RUDOLF BIAL'S CONCERT EVERY EVENING at 8:15.
Adulasion, 25c. Boxes, \$1. \$2. and \$3 extra.
Sliding roof, coolest place in city. Resturrant and Cafe in Hall, and Summer Promenada. Open Day and Evening. THE European wonder-a two-headed girl alive at
BUNNELL'S MUSEUM, Broadway and 9th-st. UNION SQUARE THEATRE. Proprietor and Manager.

TENTH PRELIMINARY SEASON,
MONDAY ABERSES,
Pirst production of the Domestic Drama,
CONEY ISLAND;
Under the special management of
Mr. James W. COLLIER.
Powerful cast. New Scenary by Voegtlin.
New Music by John Braham.

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A MERICAN INSTITUTE.—Quarterly meeting, Thursday, August 4, in Room 24, Cooper Union, at CHAS. McK. LEGSER, Rec. Sec.y.

Excursions.

DAILY EXCURSION to West Point and HOURLY EXCURSIONS TO ROCKAWAY
BEACH. N.Y., Woodhaven & Rockaway R. R.
Trains will leave daily from Hunter's Point. Bushwick and
Flatbush-Ave.
Running until late in the evening.
Round trip Excursion Tickets, 50 cents.

LONG BEACH.

NEW SCHEDULE, JULY 27. THROUGH TO LONG BEACH WITHOUT CHANGE

IN 45 MINUTES. TRAINS leave Hunter's Point: 8:35, 10 and 11 a.m.; 2, 3:30, 4:30, 5:30 and 7 p.m. The 8:35 s.m. and 5:30 p.m. are accommodation trains, all others through express trains with out change; the 11 a.m. and 3:30 p.m. being special fast expresses with through cars from Brooklyn. Leave Long Beach, 6:45, 8:20, 9:50, 11:40 a.m.; 2:45, 3:45, 5:10, 7:05, 9:25 and 10:15 p.m. Sunday trains leave Hunter's Point: 8, 9:35 and 11 a.m., 1, 2, 3, 4, 5, d, and 7 p.m., fast express frains with through Brooklyn cars, time 45 minutes. Returning at intervals of an hour.

Pine Street Annex boat connects with all afternoon train ONG BRANCH. FIVE TRIPS DAILY.

CITY OF RICHMOND.
Leaves Pier 3, N. R., 5 and 11
a. m., and 3.45 p. m. sundays, foot of W. 20th-st., 8.30
a. m., 1830 p. m.; Pier 3, N.
a. m. and Pier 3, N. &. 10
including sundays. FARE, 50c. EXCURSION TICKETS ONLY 60c.

FARE, 50c. EXCURSION TICKETS ONLY 60c.

MANHATTAN BEACH.

Steumer SYLVAN GROVE, connecting with trains via GREENPOINT, leaves Pier foot 23d-st., East River, for MANHATTAN BEACH at 8:45, 9:45, 10:45 a. m., and half hourly from 11:15 a. m. to 8:45 p. m.

Trains leave Manhattan Beach at 7:35-10, 11:95 a. m., 12:95, 11:30, 1:05 p. m., and 15 and 30 minutes past each hour till 8:30 p. m., 9:05, 9:30 and 10:35 p. m.

Steamer D. R. MARTIN saft THOS, COLLYER, counsettine with trains via BAY RIDGE, leave Pier foot of WHITE-HALLST., tereminus of Elevated Roads, indi hourly from 9:10 a. m. to 8:10 p. m. Trains leave Mashatkan Beach at 8:10, 6:10 a. m., and half hourly from 10:10 a. m. to 10:10 p. m.

GRAND CONCERTS by GILMORE'S FAMOUS BAND,
assisted by WALTER EMERSON, solo cornet, and other
eminent soloists, under the direction of Mr. P. S. GILMORE,
every AFTERNOON and EVENING.

GRAND DISPLAY OF FIREWORKS
by the Alexandra Exhibition Company,
under the superintendence of
Mr. J. AMES P. AIN, of Landon,
EVERY SATURDAY EVENING.

FAIRY LAND AT MANHATTAN BEACH every Tuesday and Thursday night, weather permits

TRON STEAMBOAT CO.

Boats via SEA BEACH RAILROAD leave Pier No. 1 hourly, 9:15 a. m. to 10:15 p. m. N. B.-On SUNDAYS, extra boats at short intervals.

STARIN'S GLEN ISLAND, L. I. Sound. Most attractive day summer resert in America
Superior dinners a la carte.
Old fashioned RHODE ISLAND CLAM BAKE servet en
arrivator each steamer. Old Bandohol RHODE ISLAND CLASS CELEBRATED
ATTIVATOR and concerts daily by JOYCE'S CELEBRATED
SEVENTY-FIRST REGIMENT BAND
Including the following great soloists
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MATTEAWAN, LAURA M. STARIN and SYLVAN
DELL will make trips as follows:
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being but one disease and therefore one cure.

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Evidence of this we can give from the experience of SWITHINTY TROUSAND persons.
Send for price list and circulars.

Central office, 465 Pulton-st., Brooklyn; New-Yerk offices, 695 and 1,337 Broadway and 2,310 Third-ave. Jersey City, 55 Montgomery-st.; Albany, 24 North Pearl-st.; Sarstoga, 427 Broadway; Cleveland, O., 548 Superior-st. "WILSONIA" DEPOTS ARE OPEN ON SUNDAY

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